

# MOTOR RACING

July 25.  
Aug. 1,  
1958

Vol. 3—No. 20 Culver City, Calif. Price 15c  
CHEAP

(Published Bi-Weekly except last issue of calendar year)

## NIGHT RACES SET AUG. 2

Sanctioned by Triple-R, pro sports car group, the first program of night road races in So. Calif. will be held Saturday night Aug. 2, over the 2.5-mile Willow Springs course, near Rosamond.

Eight races are slated, with qualifying starting at 6:30. The 30-lap main event is expected to get underway at 9:30.

Officials said early entries are in from Elgin Holmes, Buck-Kurtis, recent Santa Ana victor; Bill Leyden, OSCA; Richie Seifried, Merc-Kurtis, and John Masterson, Chevy Spl.



BILL LEYDEN

# \$50,000 MEX. RACE!; PRO STARS VIE HERE

## Riverside Meet Set Rich Event Nov. 20

By GUS V.

RIVERSIDE INTERNATIONAL Raceway may come into its own with the definite staging of the \$12,000 U.S. Grand Prix Oct. 12.

It will be an invitational 200-mile race for sports cars, tied in with the charities of a morning and afternoon Los Angeles metropolitan newspaper.

A 5-year contract has been signed with this charities group.

Steve Mason, West Coast rep for the new Road Racing division of USAC, which has scheduled the event, reports that invitations have been requested by such famed drivers as Stirling Moss of England, Phil Hill, Carroll Shelby, Paul O'Shea, Jim Rathmann, Troy Ruttman and Ken Miles of the U.S., and Ricardo Rodriguez, the 16-year-old Mexico City sensation.

Mason also is associated with the course management.

Entry blanks (fee is \$100) were to go into the mail this week.

The 200-miler—about 62 laps over the 3.275-mile course—will be for over- and under-2-liter modified cars with a minimum of Class F.

Organizers figure all cars must be capable of at least 130 mph.

Qualifying and practice will be held Saturday, Oct. 11.

This is one of four races slated by the new Road Racing Division of USAC. Others are Sept. 7, Lime Rock, Conn.; Sept. 21, Virginia Raceway, Danville, Va.; Sept. 28, Marlboro Motor Raceway, Md. The 4 courses plan to slate 2 races each in 1959.

SCCA is completely out of this picture, since the group has nothing to do with pro racing. The Cal Club, however, which always changes rules to suit the upper echelon regardless of the general membership's wishes, goes along with the pros.

CSCC now permits members to race in pro events sanctioned by USAC and FIA with no loss of amateur status, although they may accept money for appearing or placing.

### VIGNOLLE

AT PRESS TIME, MOTORACING had been unable to confirm a report that a professional sports car road race, with a purse of \$50,000 (625,000 pesos), will be held over a new closed course on the outskirts of Mexico City next Nov. 20.

The international race, staged by RODA, biggest racing and rally club in Mexico, would be over a distance of 1000 kilometers.

The course is known as Valle de Mexico. Its length has not been disclosed. The course has been under construction for some time, but everything was kept hush-hush for political reasons.

Reason for the secrecy is the well-known opposition held against road racing on a big scale by the outgoing President of Mexico, Ruiz Cortines.

A new President Lopez Mateos, was elected for a 6-year term during the past 2 weeks. It is not merely a coincidence that talk of the upcoming big race developed with the election of the new Government jefe.

Informants say the course, not far from downtown Mexico City, is a "tight, tire-eating" one.

For a \$50,000 U.S. purse, you can expect to see the top European and American drivers competing, although many U.S. pilots are completely fed up with all Mexican competition.

The reason is the fantastic foul-up associated with south-of-the-border events, to-wit: (1) the \$24,000 U.S. International Rally last winter, and (2) the Guadalajara races earlier this year, when several race cars were not allowed into the country by Mexican customs.

This was reflected in the \$8000 U.S. Avandaro race last April, which drew only three from this side—Ken Miles, Bob Stonedale and Don Hulette.

The new race would be the biggest since the rich and death-dealing Pan American from the Mexico-Guatemala border to Ciudad Juarez, across the El Paso frontier.

Watch MOTORACING for further details on the Nov. 20 event.

**Subscription Blank on Page 1 — Fill it Out**

*Manney Says Miracle Only One Killed*

## All-Around Goof-Up at Le Mans 'Classic'

LE MANS, France—Here are some follow-up notes on this year's 24 hour Le Mans race for sports and GT cars won by Phil Hill and Oliver Gendebien (Ferrari) in some of the worst weather since the Good Lord turned the tap on Noah:

Before the race, all you heard from the English magazines was how the Jags would do it yet again but watch out for the 2-liter Lotus, while others said that this was really Aston-Martin's year. The French journals were full of Panhard taking back the Index from Lotus with a new D.O. Panhard (which I seem to recall Bill Devin was fiddling with a couple of years ago) and the Italian papers were enthusiastic enough but did not hold out too much hope for Ferraris on what is not really a Ferrari course.

The Astons got around quicker than anybody in practice and even 3 to 4-year-old Jags were better than the Maranello cars generally; not really surprising as the latter were the old single cammers in the TR chassis instead of the later D.O. At the last practice Cliff Allison took out the big Lotus (which is the 2-liter engine in the 1500cc car) and made 4th fastest practice time.

All the Jags went out, with the exception of Bruce Halford's Lister; all the Aston team cars went out; all the Lotuses went out; save the one that finished

last, the Panhard weren't quick enough, and all the factory Ferraris disappeared but one. But one was enough.

The reason for the high rate of attrition was three-fold (only 20 cars finished, three of those too slow to

BY HENRY N. MANNEY III  
MOTORACING Staff Correspondent

be classified)—bad weather, driving error, and not learning from experience. The first two, of course, are directly connected as far as drivers are concerned but as I will point out later the third is correlated also.

Let's take the last first. From the machine preparation angle, the pistons that gave up on at least two of the Jags, probably one of the Astons, the big Lotus, and two of the Panhard were directly pointed out by the crop of piston failures ever since the war, every race, directly caused by that bilge the French supply under the name of gasoline. Sure, the compression ratios may have been a mite too high but why not drop it when the fuel is known to be peculiar? Some people never learn.

This little platitude applies also to Ferrari, who keeps letting golden boys Mike Hawthorn and Peter Collins do their Grand Prix sprint in the first couple

of hours and wear the machine out. At least this year Enzo showed some sense and put them in the same car. Stirling Moss, or his pit manager, also showed something less than sense when he went off like Jack the Bear, and stuck the thing up when miles ahead of everybody else with less than 2 hours gone.

The other count of not learning from experience applies to the organizers. Probably due to the entreaties of the tire manufacturers who love to advertise that their skins will last out the 24 hours, the organizing club resurfaced the course with an extremely smooth and non-abrasive coating, which is lovely and kind to tires and cars with fragile chassis but a perishing skating rink when wet. Practically everybody was moaning about the strange and wonderful things that happened to adhesion even on the straight, where it appeared that there were deep streams of water to be found; coupled with the very solid earth revetments in the more populated spectator areas, one can see why very, very few of the top drivers like driving at Le Mans, especially in the rain. Certainly 17 accidents which put cars out of the race (besides many other minor shunts) are a bit too much. That there was only one death was something of a large-scale miracle.

(Continued on Page 6, Cols. 2-3)



DR GEORGE SNIVELY, of Sacramento, popular director of the Snell Memorial Foundation, is improving at Mercy Hospital. He suffered serious internal injuries last July 4 in an auto accident that had nothing to do with racing. Dr. Snively, who races an Austin-Healey, has led a research safety campaign for the worthy Snell project.

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### Biehl's Little Cooper Stuns: Lap Mark by Reventlow Car

By W. R. C. SHEDENHELM

POMONA, Calif., July 13—Lance Reventlow, of Hollywood, driving his Corvette-engined Scarab Mk. I, set an unofficial lap record during yesterday's time trials when he roared around the Pomona Fairgrounds circuit in 1 min. 20 sec. The official record, for a race lap on the 2-mile course, is still held by Jack McAfee at 1:22, in a Porsche RS Spyder.

"We don't have the right gearing in the rear end," Reventlow commented at the SCCA's non-spectator Speed Weekend. "Just beyond the start-finish line I'm hitting 150mph and having to back off to keep from over-revving the engine. I think I could (Continued on Page 6, Col. 4)

### Ferraris 1-2

SILVERSTONE, England. July 19—Factory Ferraris ran 1-2 in the British Grand Prix here today. Peter Collins, the Briton, won the 75-lap race around the 2.927-mile circuit at an average of 102.05mph. Mike Hawthorn, another Britisher, was second.

Hawthorn's second-place boosted his point total in the 1958 World Drivers' Championship Standings to 29.

He is 6 points ahead of Stirling Moss, considered the world's No. 2 driver behind Juan Fangio. Moss' Vawall was forced out with mechanical woes.

### Pflueger Takes Hawaii Feature

KAHUH POINT, T.H., July 6—With James Pflueger, in the Fury Special, taking 2 out of 3 of the big-bore events, and Loretta Richert taking both of the under-1600 events in a Porsche 550, about the only trophy left was in the novice race. Dr. Tom Richert, Loretta's husband, blasted the 550 Spyder around the Kahuhu Point course and handily won this race.

The big car events were a constant dice between Pflueger and Bill Lacy in the powerful T-Bird Special. The first 7-lap heat was won by Pflueger, the second by Lacy, for the only non-Pflueger big iron win of the races. In the 17-lap main event for all classes, the Pflueger-Lacy battle was joined again, but Lacy dropped out with engine trouble. Nine seconds behind Pflueger across the finish line was Pat Mathis. (Continued on Page 6, Col. 1)

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### Vignettes

By Gus V. Vignolle

\$100,000 IN PRIZE MONEY FOR 2 RACES AND 2 RALLIES

"If a writer is so cautious that he never writes anything that cannot be criticized, he will never write anything that can be read. If you want to help other people, you have got to make up your mind to write things that some men will condemn"—THOMAS MERTON.

IF EVERYTHING jells and the fast-buck boys (as Tom Wilson calls 'em) come through, there will be close to \$100,000 in U.S. legal edifice that will be floating around here and in Mexico for 2 rallies and 2 races.

The 4 events come off within a space of less than 2 months, and it won't be long, so start practicing.

Here's how it'll run: Oct. 11-12, \$12,000 pro races at Riverside; Nov. 4-7, \$10,000 guaranteed (but maybe as much as \$40,000), 3200-Mi. American Int'l. Rally; Nov. 20, \$50,000 race in Mexico City, and Nov. 30, Acapulco Rally, \$24,000.

And none of this is in pesos, amigo. But just to keep the record straight, only the Riverside race is definitely set; the other stuff, all of it likely, is merely in the talk—yes, talk—stage right at the moment.

If it materializes, you'll have a race and rally in the U.S. and Mexico for what may well be more than 100 grand.

One thing I do know, though, is that a lot of American pilots and rallyists will never, never have anything to do with competition south of the border.

Some past experiences have been absolutely awful!

Two years ago, Bill Devin started building sports car bodies at a little place in Lancaster. Then he expanded and now has a big operation in El Monte. Business kept improving.

Recently, he left for Europe, and has been approached by a number of factories over there to build bodies for them. Right now, he doesn't know how much he'll be able to do for the Europeans, who take a keen delight in his sleek, finely-shaped products.

Devin has notified friends he will bring back a hot 3.5 Jag prototype competition car. This one blew off a number of D-Jags and Listers in Belfast. The Irish engineered the chassis. They hope to build enough soon so that it will have production status.

(Continued on Page 3, Cols. 1-2)

### Corvette Pilot Banned

Read why the Cal Club nailed Andy Porterfield—Page 6.

## Stellar Field Goes at Seafair

(Photo on Page 6)

SHELTON, Wash. July 23.—Counting for SCCA Pacific Coast points, the annual Seafair races, at Shelton, Wash., will be held Aug. 2-3 by the Northwest Reg. of the SCCA.

Top Northwest drivers who



PAT PIGOTT

will run the 3.1-mile course are Pete Lovely, Ferrari Testa Rossa; Tom Carstens, Lister-Corvette; Tom Meehan, Porsche-Cooper; Pat Pigott, 1500 Lotus; and Lew Florence, Chrysler-Kurtis.

In races held on the Shelton Airport course earlier in the year, the big-bore cars lapped the 7-turn 3-straight-away circuit in under 2 minutes. Anyone who blows up his car can stay until the next weekend and see the Unlimited Hydroplane races on Lake Washington.

Shelton is just south of Olympia.

Other probable starters include Jim Rattenbury, D-Jaguar; Harry Egerly, Crosley Special, and Don Tindall, Alfa Romeo.

Fish sleep with their eyes wide open because they have no eyelids.

### Top Pilots Aid

Sam Hanks will serve as instructor for over-1500cc sports car drivers, and Ken Miles will handle the smaller cars at Road Race Training Assn.'s training session at Hour Glass Field, near San Diego, July 27. There will be practice sessions, time trials and heat races to give less experienced drivers a chance to practice and receive instruction without strain of full competition.

A crash helmet, goggles or face shield, and a safety belt are required. Contact H. L. McGraw, RRTA, Pres., at Talbot 5-3725.

Tell Advertisers You Saw It in Motoracing

# SLIGHTLY MODIFIED

By W. R. C. SHEDENHELM

TURNS OUT that we were wrong again. Lance Reventlow isn't 1-A with the draft board. His actual classification is 4-F. It seems that he is the sole support of his aged money.

## COP TOPPED

The scene is the last Riverside beat. Bill Falkenberg, who does not like to be put on the defensive, to put it mildly, has parked illegally to get his pit pass and is just getting back in his sporty car when a State Highway cop rushes up.

COP: Okay, let's see your identification!

BILL: Here's my driver's license. Now, where's your identification?

COP: (Indignantly) I'm wearing my identification!

BILL: Oh, no. You might be some clown impersonating an officer. Let's see the card with your picture on it. (The cop gets out his ID card and gives it to Falkenberg.) This photo shows you without the hat or the dark glasses. Would you take them off, please? That's better. Now would you turn your head a little more to the left? Hmm. I guess it's you all right.

COP: Say, wise guy, do you have a front license plate on this thing?

BILL: You could stumble around to the front and take a look.

COP: Why are you giving me such a hard time? You pay my salary for doing this job, you know.

BILL: I don't pay a cent. I'm not a citizen.

COP: (wiping brow) Okay, just sign this ticket and we'll get it over with.

## Pacific Coast Race Standings

No changes were recorded among leaders in Pacific Coast sports car racing point standings with inclusion of SCCA Vaca Valley races July 6.

Races so far in '58 include Pomona, Phoenix, Stockton, Palm Springs, Tracy, Hawaii, Santa Barbara, Laguna Seca, Riverside and Vaca Valley. Points are awarded on a 6-5-4-3-2-1 basis for both Saturday and Sunday racing. In certain rare exceptions extra points are awarded arbitrarily to equalize class inequalities.

**PACIFIC COAST POINT STANDINGS**  
(Compiled by ERIC HAUSER)

### MODIFIED OVER—1500cc

1. Richie Ginther	Ferrari	57	
2. J. von Neumann	Ferrari	50	
3. Bob Oker	Aston Martin	25	
4. Sam Weiss	Ferrari	21	
5. Lance Reventlow	Scarab	20	
6. Max Balchowsky	Buick	19	
7. Dan Gurney	Ferrari	18	
8. C. S. Howard	Maserati	13	
9. Fred Knoop	Chev.	13	
10. Carroll Shelby	Maserati	11	
9. Jack McAfee	Porsche	11	

### MODIFIED UNDER—1500cc

1. Jack McAfee	Porsche	95	
2. Eldon Beagle	Porsche	35	
3. Bob Oker	Willment	27	
4. Ken Miles	Porsche	24	
5. Joe Playan	Porsche	18	
6. Tetta Richert	Porsche	13	
7. Skip Conklin	Lotus	12	
7. Frank Monise	Lotus	12	
7. Erv Lehr	Porsche	12	
8. Lance Reventlow	Cooper	10	
8. Paul Nau	Lotus	10	

### PRODUCTION OVER—1500cc

1. Andy Porterfield	Corvette	59	
2. Bill Love	AC Bristol	42	
3. Richie Ginther	Ferrari GT	36	
4. Lew Spencer	Morgan	26	
5. E. F. Robinson	Ferrari GT	23	
6. Bob Winkelman	300 SL	22	
7. Tony Settember	Corvette	21	
8. Jim Connor	Ferrari GT	20	
9. Gordon Crowder	AC Bristol	17	
9. Floyd Gray	Corvette	17	
10. B. Klingensmith	AC Bristol	16	

### PRODUCTION UNDER—1500cc

1. Don Dickey	Porsche	64	
2. Jimmy Moore	Porsche	46	
3. D. Michelmore	Porsche	44	
4. Emil Pardee	Porsche	27	
5. Ed Vincent	Porsche	21	
6. Dick Bellows	Porsche	19	
7. Ray Pickering	MGA	19	
8. Peter Talbot	Porsche	18	
9. E. F. Robinson	MGA	16	
10. Bob Scurlock	MGA	14	



## MOTOR RACING

Published Bi-weekly, except last issue of calendar year, by V. & P., Inc.—Editorial and business offices located at: 3862 Westwood Blvd., Culver City, Calif. Hollywood 4-1557

For the Classified Advertising Department only: 4041 Marlon Ave., Room 208, L. A. 8; or phone AXminster 2-0287. Ask for Joyce.

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### Advertising Rates on Request

Mailing Address, P. O. Box 1127, Culver City, Calif.

### YEARLY SUBSCRIPTION RATES:

Domestic \$3 — Foreign \$4

Entered as second class matter

at Culver City, Calif.

Manuscripts, photos or artwork submitted to MOTORACING

should be accompanied by ad-

dressed envelope and return

postage. The publisher assumes

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## LETTERS

### to the Editor

#### HOW ABOUT IT, SCCA?

For the past four years I have been a Formula III mechanic, working mostly with Coopers. In my present job I drive a production pickup truck for my employer, who also owns the Coopers. I am paid for driving the truck. He finally is going to let me drive one of his Formula IIIs. Will SCCA refuse my entry blank on the basis of pro driving?

Ken Nichols

Los Angeles

#### 'NOT EXACTLY LOCAL'

I'd love to see at least a road race a month in this area. Last year I paid to see about seven. This year I've seen one—and that in Palm Springs. The other "local" races I missed were San Diego, Santa Barbara, Riverside. Two or three hours' drive is not exactly local. Pomona comes close. Paramount isn't bad. Help, please, I'm beginning to get my kicks from Gardena's sprints and their jalopy derby (and FCCA slaloms).

Bob Stapleton,

Redondo Beach, Calif.

#### POSCHE PROTESTED

Robert Herda's Porsche Super (race 2) was protested at Laguna Seca. He waltzed by the other Supers like they were tied down. However, he was protested for engine modifications. Prediction: The tech boys will find the power plant stock. Question: Will they find the Spyder ring and pinion or the 5" wide rear rims? Name withheld by request

## FLAVIO ST. GERMAIN

### PREDICTS THAT...



The new Porsche Speedster, which was running around loose at Reims, will rock Calif. (Ed. Note—Look for a photo of it in MOTORACING, probably the next issue.)

Fangio will make everybody's flesh creep at the German Grand Prix Aug. 3.

A certain top West Coast small car driver, who is counting mightily on picking up a bit of scratch at Riverside, may well find that USAC isn't in the least interested in his appearance there, due to a little stiletto work on the part of his former competitors.

If the SCCA Palm Springs races are run again (per Nov. 1-2 schedule), all acceptable "amateurs" will be welcome and the event will be free of club politics.

Future Scarabs will be Grand Prix cars and Lance Reventlow will be out of the sport car picture in '59 (which will make a lot of Ferrari and Aston-Martin owners happy).

You can pick the local amateur drivers who will receive the OK from USAC by reading of the top 10 in MOTORACING's point standings this issue. That's 40, plus the USAC pros. The others will get a politely-worded "Go play with your Tinker Toys" answer.

SCCA National membership, now reported to be 10,000, will drop to 7500 next year, due to Westport's stand on the pro bit.

## SCCA National Point Standings

Following are the SCCA National point class leaders as of June 12 (races at Lime Rock June 14, and Elkhart Lake June 22 are not included because two separate protests have not been settled, according to John M. Bishop, secretary of the Contest Board . . . Natl points are given 1000 for 1st, 800 2nd 600 3rd, 400 4th, 200 5th, and no points for overall winner):

B MOD, Charles R. Sarle, AC Jaguar, 1000; B PROD, Fred Windridge, Corvette, 2000; C MOD, Walter Hansen, Lister-Jaguar, 5000; C PROD, George Arents, Jr., Ferrari 250 GT, 3000; D MOD, James R. Johnston, Ferrari 2.5 and 250 TR, 2000; D PROD, Richard K. Thompson, Jr., A-H 100, 2800; E MOD, Gaston Andre, Ferrari TR, 2800; F PROD, Harold Hurley, TR 3, 1600; F MOD, Robert Holbert, Porsche, 2800; F PROD, Emanuel Pupulidy, Porsche, 4000; G MOD, Frank Baptista, Lotus, 3000; G PROD, Bob Grossman, Alfa Romeo,

3400; H MOD, George Parsons, Bandini-Saab, 3000; H PROD, Dick Toland, DB, 2000.

## Beach Rising's Condition Rising

Beach Rising, the flagman who got bowled over like a ninepin by a flying haybale at Santa Barbara, is doing very well, but is still in the Cottage Hospital there. How about dropping him a Get-Well card?

### PORSCHE TUNING FOR COMPETITION AND STREET

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ON RESTAURANT ROW

## PORSCHE</



## Vignettes

By Gus V. Vignolle

\$100,000 IN PRIZE MONEY FOR  
2 RACES AND 2 RALLIES

(Continued from Page 1)

Look for a big reception for Phil Hill when the conquering hero returns home.... Skip Hudson would like to get in touch with whoever now owns the ex-Parravano 3-liter Ferrari coupe. The maroon one with the blue and white stripes.... Wonder if Don Royer will enter if that Acapulco Rally is held again in November.... Sunnie Baker is working overtime for the opening of Jay's Sports Car Accessories, Aug. 15. She'll manage the new place.... Rene Pellandini has bought the 1955 Vignale-body Ferrari coupe formerly owned by Anna Magnani.

### Musso Killed Trying Too Hard

It is sad indeed that with the death of Luigi Musso in the French Grand Prix, Italy is left without a first class driver. He had a lot of moxie and he tried too hard. Musso's Ferrari



DON ROYER



BILL DEVIN



PHIL HILL Box Brownie Boy



was right on the tail of the leading (and eventual victor) Mike Hawthorn. He slammed into a curve at 140mph—and that was it. Here is the way it went with the Italians:

Back in 1955, the great Alberto Ascari was killed; then last year, during a practice whirl, it was the handsome Eugenio Castellotti. At the time it was reported Musso would quit.

Now there's a big ruckus in Italy over Musso getting on his head at Reims.

Unmasked, the daughter of the President of Italy got up and cried about the country losing the flower of its youth, etc. And the Vatican paper came out with its usual blast.

But back in 1939 they didn't seem to give much of a good gd about that flower-of-youth business.

During all this frenzy, I caught a little item in the snapperwrappers. It was out of Bergamo, Italy. It said three Italian mountain climbers had been killed in a fall while scaling the steep wall of Presolana Peak near that north Italian town.

And last week, Marysette Angel, French ski queen, was killed when the guide rope gave away while climbing Mount Blanc.

There was no hollerin' or bellerin' over that, nor the bit of the flower of youth, &c.

And while I'm on an Italian kick, the local press, alleged press, photographers and phony photogs who get whacked around by the Cal Club's weekend cops might be interested in knowing what happened at Monza.

Let Manney, MOTORACING's far-flung correspondent who was there, tell it: "The journalists had their usual struggle with the Automobile Club of Milan, which is perfectly willing to hand out passes that will take you anywhere the paying public or friends of the club (roughly 1,000,000) can go, but not near the track where proper pictures can be taken."

"Strangely enough, a Milanese news agency, one Publifoto, seems to come up with all the proper passes. An English mag had to buy its pictures from this firm."

"At least 25 of the leading photogs signed a petition to the effect that if this sort of jazz keeps up, the Monza races won't get very much publicity from now on and what there is will be bad, with consequent reflection on our friends the Italians and their export products. Italian Consulate, please copy."

Bravissimo!

The local photogs, however, can't raise a similar legitimate holler because the bulk of 'em comprise a Box Brownie Brigade of "freelancing phonies" waiting for that once-in-a-lifetime accident shot that will land them on the cover of Life Magazine.

\*

### Papa Torn Between Two Sons

Back in February at the Guadalajara, Mexico, races, they dis-qualified young Pedro Rodriguez, who is now 18, drives a Corvette and Ferrari and is NOT to be confused with his young brother, Ricardo, age 16. He got the boot for some rule infraction.

Regardless of what Papa Rodriguez has told me—and what I have seen bears me out—Pedro is not in the same league with his kid brother. There is no comparison. Trouble is, nobody wants to admit this, least of all the elder Rodriguez, who knows better but is torn between trying to do right by his two sons.

Ricardo was too young to race at the recent Le Mans 24-hour enduro; so Papa entered Pedro in a 2-liter Ferrari with Jose Behra (brother of the famed Jean).

So at one juncture, during practice, Henry Manney reports he saw Pedro take off from the pits and immediately float clear across to the outside of the course. And here came Stirling Moss in the Aston Martin, trying to turn fastest lap. For a minute it was a real close thing, said Manney, and if it hadn't been Stirling, somebody would have been dead.

This observer agrees 100% with Manney, who said one of the troubles at Le Mans was the "damn idiocy" of the organizers in allowing drivers not of professional caliber to participate.

The Rodriguez car was 14th when it went out with a burst radiator in the 12th hour.

## Concours At Santa Maria

The fifth annual Concours d'Elegance of the El Camino FCC and the Santa Maria Valley Touring Soc. will be held in conjunction with the Santa Barbara County fair July 26-27, in Santa Maria.

Trophies will be awarded for 8 classes, including sports cars, sedans, classic, antique, hot rod and custom cars.

Again this year there will be a Saturday night dinner party at the Swiss Chalet Restaurant, Santa Maria, starting at 6 p.m. All participants and guests are invited.

Hank Neiggemann of Santa Maria radio station KSMA is general chairman of the concours.

### RALLIES

26—Radioplane SCC Alpine Roller Coaster Rallye III, 7 p.m. at 8055 Woodley Ave., Van Nuys. 5 hr, navigational with stock and modified odometer classes. 12 trophies, dash plaques to all cars. Fee \$2, Info: DI 0-9705 or ST. 5-5352.  
 26—Paramount Studio Club SCC Goo Honig Not Beach Rallye, 2½ hour navigational type with picnic style dinner at finish, 4:15 p.m., at Fox parking lot, 10201 West Pico Blvd. Info: Gene McGivney, 1133 Lillian Way, Apt. 8, Hollywood 38.  
 26-27—El Camino Foreign Car Club, Inc., Fifth Annual Santa Barbara County Fair Concours D'Elegance, Santa Maria, Calif. Info: Hank Neiggemann, Radio Station KSMA, Santa Maria.  
 26—SFVC-FCCA Wotta Rallye, Nav. and non-nav, 7 p.m., Hoddy's on Lankershim, 3½ hour rallye, trophies and dash plaques. Fee \$2, Info: Ron Stang, CI 6-2172.  
 26—Competition Foreign Car Club For Heroes Only, a non-navigational rallye, 7:30 p.m., 3023 West Florence, L. A. Donuts and coffee will be served. Fee \$2, info: Joe Puckett, PL 3-0690.

AUGUST  
 2—Foothill Foreign Car Club, 3rd Annual Pajama Rallye, a non-navigational fun event. All participants must wear pajamas or other type of sleeping attire, 3 p.m. at upper parking lot of Hansen Dam on Osborn between Glendale and Foothill. Dancing and refreshments at finish. Fee \$2.50, Post entries, \$3. Info: Bob Stoer (Days) AN 8-6181 or Lew Himmelrich (nights) CH 9-1107.  
 3—Valley SCC Los Perdidos Rallye, 6 hour navigational, 9 a.m. at Sears in the Valley. Fee, \$3. Info: Dick Lovell, ST. 9-5760.  
 3—R.A.M. Triangle SCC, First Annual Grand Prix Slalom, 9:30 a.m. at Los Alamitos Race Track, 4961 East Katella Ave., Los Alamitos. Fee, \$2 for 2 runs. Info: Marge Hunter, UN 4-8586.  
 9—Long Beach Douglas SCC Ken Farrar IV, an SCSCC championship event, 7 a.m. at Harbor Blvd & Katella Ave., near Disneyland in Anaheim. 10 hour navigational rallye. Fee, \$5; Post Entries, \$6. Info: Bob Cole, GA 3-9101.

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**WIN IN HEALEY**—Bob Piercy, left, and Bill Doyle hold trophies for victory (1m 55s error) in Northrop RSCC Sierra Rally IV (16 ckpts.). Others are Karl McCready, rallymaster, and Jack Kirkpatrick, right, club commissioner. Read Rally Round for details.

## Various Rally Results

SANTA MONICA, FCCA D'ORO, JULY 20, BRUCE POLLOCK  
RALLYMASTER, 408 CARS

Modified Odometer Class

Pos.	Driver	Navigator	Club	Car	Error
1.	Barbie Meredith	Chuck Meredith	HEASCC	A-H	:02
2.	Mel DeLoof	Juanita DeLoof	SWSSC	Jag	:03
3.	Duane Sparks	Jerrie Sparks	DSSCC	T-Bird	:06
4.	Stan Johnson	Marjorie Tompkins	RWSSC	Alfa	:06
5.	Jerry Kingsbury	Bernie Ostermier	PSSCC	MG A	:08
6.	Jan Woodard	Earl Woodard	HEASCC	Corvette	:08
7.	Don Simpson	June Simpson	NASCAD	A-H	:09
8.	Tom Higgins	Doug Deary	Rally Club	Alfa	:10
9.	Joe Bechtel	Celia Bechtel	PSSCC	Porsche	:11
10.	Sandra Rosen	Bob Rosen	SFVFCCA	TR	:12
11.	Jerry Aarons	Dick Anderson	SWSSC	Porsche	:15
12.	Frank McDonald	Laura McDonald	NASCAD	Jag	:15

Stock Odometer Class	Driver	Navigator	Club	Car	Error
1.	Soozie Stevens	Charlie Schumann	AHOC	A-H	:09
2.	Bill Chester	Elizabeth Chester	VSCC	Alfa	:20
3.	James Dyer	Janet Dyer	LBFCCA	TR	:24
4.	Don Blunt	Erline Gille	LBDSSCC	Stude	:25
5.	Allen Turner	Faye Turner	VSCC	Porsche	:26
6.	Clark Moore	Ralph Gousha	SFVFCCA	TR-3	:32
7.	Jack Swiftord	Ted Lloyd	NAASCC	MG A	:35
8.	Dick Coulter	Ron Going	RWSSC	MG A	:39
9.	Alfred Fornaca	Gayla Fornaca	GFCCA	A-H	:40
10.	Ernest Kelso	Ronald Kelso	NAASCC	TR-3	:42
11.	Chet Brand	Ed Craig	JOC	Jag	:47
12.	Clark Merrick	Evvie Vogler	DSSCC	TR	:50

NORTHROP RSCC, SIERRA V, JULY 12-13, KARL MCREADY					
RALLYMASTER, 74 CARS					

Pos.	Driver	Navigator	Club	Car	Error
1.	Bob Piercy	Bill Doyle	SMFCCA	A-H	1:55
2.	Tom Higgins	Doug Deary	Porsche	2:15	
3.	Bruce Armstrong	Paul Miller	SDSSC	A-H	2:45
4.	Bill Rector	George Blondin	Convair	A-H	3:05
5.	Walt Glassett	Don Morrow	LSSCC	Porsche	3:12
6.	Jan Woodard	Earl Woodard	HEASCC	Corvette	4:15
7.	Dick Peiper	Charlie Schumann	HEASCC	A-H	4:33
8.	Bill Chester	Elizabeth Chester	VSCC	Alfa	5:52
9.	Barbie Meredith	Chuck Meredith	HEASCC	A-H	8:06
10.	Norm Marchment	Jinx Marchment	DSSCC	Ford A	8:11
11.	Frank Fleming	Nick Marchment	SMFCCA	Porsche	9:07
12.	Flo Stevens	Marge Moyer	SMFCCA	A-H	9:34
13.	Bette James	Charles Kenyon	SDSSCC	Porsche	10:49
14.	Duane Sparks	Jerrie Sparks	DSSCC	T-Bird	11:52
15.	Stu Rinker	John Merrill	SMFCCA	MG A	12:08
16.	Ed Fleming	Bob McPherson	SWSSC	Porsche	13:10
17.	Ted Sparks	Ann Sparks	DSSCC	VW	14:06
18.	Joe Bechtel	Bill Wisherd	PSCC	Porsche	14:49
19.	Bill Costley	Roy Stake	GFCCA	TR-3	15:27
20.	Bernie Dodd	Walter Uhl	GFCCA	MG A	17:07
21.	Hal Wood	Chris Wood	SWSSC	Porsche	17:09
22.	Doug Bailey	Margaret Wackerle	LEMG	MG A	18:22
23.	Dick Zeylmaker	Bill Johnson	PSCC	Porsche	18:52
24.	Dick Coulter	Ron Going	RWSSC	MG A	19:25
25.	Jim Keyes	Dick Kermode	SWSSC	TR-3	19:35

SAN GABRIEL FCCA, NAVIGATOR'S NAUSEA II, JULY 12, GARY POMEROY-GARY GATES RALLYMASTERS, 40 CARS					
Pos.	Driver	Navigator	Club	Car	Error
1.	Bud Fisher	Bill Vitalo, Jr.	SGFCCA	MG A	:46
2.	Bob Downs	Lyn Gaskill	SGFCCA	MG A	1:40
3.	Al Shadbourne	Tom Boydon	CPSSCC	Stude	4:24
4.	L. M. Thompson	Nora Thompson	CPSSCC	TR-3	5:02
5.	Bob Arnold	Norm Greenfield	SGFCCA	TR	5:13
6.	J. D. Pope	Ed Craig	DSSCC	TR-3	5:23

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**KING SCORES AT LIME ROCK**  
LIME ROCK, Conn., July 13—Overall winners in the Long Island SC Association's 5-race club-type event on Lime Rock's 1½-mile circuit were Jordan King, AC Bristol; Gerry Georgi, Jag Special; Fred Wagenhofer, Porsche Carrera; Robert Wells, MGA, and Vic Meinhardt, Porsche Spyder.

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### SCCSCC Rally Standings

UNOFFICIAL SCCSCC RALLY CHAMPIONSHIP STANDINGS—1958 SEASON

POS.	NAME	(1)	(2)	(3)	(4)	(5)	(6)	(7)	TOTAL	CLUB
<b>DRIVERS</b>										
1.	Tom Higgins	25	23	21	16	24	17	24	150	SMFCCA
2.	Dick Peiper	17	18	15	24	21	0	19	114	HEASCC
3.	Bill Rector	20	25	10	19	0	12	22	108	Convair
4.	Bob Piercy	* 19	23	*	11	25	25	103	SMFCCA	
5.	Duane Sparks	13	14	19	11	10	23	12	102	DSSCC
6.	Frank Fleming	22	0	24	25	*	16	15	102	SMFCCA
7.	Howard Frank	21	2	0	14	25	24	0	86	LSSCC
8.	Jerry Arons	* 20	22	17	23	0	0	8	82	NSCDA
9.	Barbie Meredith	0	24	0	20	9	17	70	HEASCC	
10.	Chet Anderson	0	16	12	20	3	0	63	HEASCC	
11.	Frank McDonald	* 13	5	13	22	1	0	54	NASCAD	
12.	Bill Chester	8	0	25	0	3	0	18	VSAC	
13.	Charlie Cooke	*	20	0	8	20	*	48	SMFCCA	
14.	Doug Bailey	*	0	17	23	0	0	44	LBMG	
15.	Don Blunt	0	4	0	15	22	0	41	LBDSSCC	
16.	Walt Glassett	11	0	9	9	0	21	41	LSSCC	
17.	Page Eskridge	23	0	14	4	0	0	40	NASCAD	
18.	Flo Stevens	0	0	7	*	*	18	14	39	HEASCC
19.	Jan Woodard	0	0	11	7	0	0	20	33	HEASCC
20.	Ron Jones	15	*	16	0	6	0	37	SDSSCC	
21.	Bill Wisherd	*	*	18	*	11	8	37	FSCC	



San Francisco Newsletter

**• Dear Gus**

By Tom Wilson

**AWARDS BY MARQUE  
RACES PROVE POPULAR****D**EAR GUS:

The big deal in the San Francisco Region of the SCCA is the Nevada Grand Prix August 2-3 at the Tahoe-Douglas Airport. This regional meet features the new style "Awards by Marque" races which have proved so popular in this region. With a total of 11 races running on the 2-day program, it should prove plenty of racing for all hands and the approximately 3.4-mile course should bring out some of those 4.5 and 4.9 machines that have disappeared from the local scene due to the current trend toward shorter courses.

Gus, pass the word along that the course has an altitude of 4700 feet and there are gas mixture problems to be solved. Tell the boys to bring along the right size in carburetor jets or else they will have problems. Whether the course will be pruned to size for the smaller bore production cars is a problem that is being discussed at the present time. I would not relish the thought of grinding around that long course in a TD; it would never get out of high gear. But the big bore cars should have a ball and get plenty of action on those long straights.

Race Chairman Ray Seher has promised the racing clan a big weekend with attractions that vary from a mass parachute jump to a cinch winning ticket in a bingo game. The Victory Banquet will be held at Oliver's Resort at Stateline. Don't miss it if you can help it.



Under the assumption that they just don't go that fast as a strictly production car, there has been a rash of protests in recent S.F. races. First it was Andy Porterfield's Corvette, which has since been proven to be a production car and it was just a combination of a good driver and a well-tuned car that left the field in the ruck and muttering in their beer. Then it was Bob Cole in a TR3 and Bunny Ribbs in an MGA; both of these cars were torn down by Gordy Wilson and proved to be strictly kosher. It just seems that some cars are tuned with more perfection and the drivers seem to get them along the road in better style.

One deal that did stick was Bill Love's AC Bristol which not only was found to be modified but a fuel analysis by a laboratory showed the presence of 3% nitro. Action was expected on this by the National Contest Board. Love is one of the drivers who was suspended for the Sebring deal and at present is in Europe and has indicated that

he couldn't care less regarding the SCCA ban.

The San Francisco Region has applied for two National Races in 1959 (at Vaca Valley, May 16-17, and Laguna Seca, Nov. 7-8) and if the Calif. Raceways at San Carlos becomes a reality, there will be another National Race on this course. This will give the Calif. drivers at least three National Races plus any that the L.A. Region can come up with.

Vaca Valley has planned a National for next Oct. 11-12 and the Annual Pebble Beach Nationals, at Laguna Seca on Nov. 8-9. There is a fine distinction on those Laguna Seca Races. The spring regional races are known as the Laguna Seca Regional races, while the fall race is called the Pebble Beach National Race at Laguna Seca. I wouldn't want you to get fouled on this deal; the authority of your information is determined by just such little details. And of course there is always the famous Concours d'Elegance at the Pebble Beach Lodge during the fall National Races. This has always been the scene of many of your social conquests so we can depend on your presence.

With best regards,  
**tom wilson**

**MECHANIC BRUN WEDS**

Claude Brun, competition mechanic at Rene Pellandini's World-wide Automotive Imports, and Pat Lyon Hormel were married in Los Angeles July 13. Brun is responsible for the race tuning of the Morgans which Lew Spencer and Barbara Windhorst drove to so many wins in recent events.

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**SPORTS EXPERTS**—John von Neumann, whose latest Ferrari win was at Vaca Valley, and sports commentator Gil Stratton meet at Competition Motors Distributing to talk shop. Volkswagen distributor von Neumann of Competition and the Volkswagen Dealers of Southern California are sponsors of Gil Stratton Sports on the Six O'Clock Report over KNX. Gil leaves July 25 on Europe trip.

**CALENDAR**

**JULY**  
27—Slalom III, Pan Pacific Aud. parking lot, Renault O.C. of Amer. Info: Bill Van Tichelt, TH 6-9525.  
27—Driver Training Session, Hour Glass Field. Practice, time trials, heat races. RRTA & RRTS. Info: H. L. McGraw, Rt. 1, Box 412, Colton. Talbot 5-3725.  
**AUGUST**  
2—Night road races, Willow Springs, R.R.  
2-3—Ist Annual Nevada Grand Prix Sports Car Road Races, Minden-Gardnerville, near Reno. SCCA S.F. Reg. & Nevada S.C. Racing Club.  
2-3—Seafair Races, Shelton Airport, Shelton, Wash., SCCA, N.W. Reg.  
2-3—Midland road races, SCCA, Midland Air Park, Midland, Texas. Info: Russell Ramstand, 1204 Cuthbert, Midland.  
3—Nurburgring, German, G. P., Formula I, II, sports and touring.  
16—Milwaukee SCCA National road races.  
16-17—Montgomery (N.Y.) SCCA National road races.  
30-31—Santa Barbara road races, Goleta airfield, CSCC.  
30-31—Salt Lake City Races, SCCA, S. L. Reg.  
30-31—Thompson (Conn.) SCCA National road races, N. Eng. Reg.  
30-31—Mansfield Races, SCCA, Red River Reg., De Soto Parish Air Port, Mansfield, La. Info: P.O. Box 4061, Shreveport, La.

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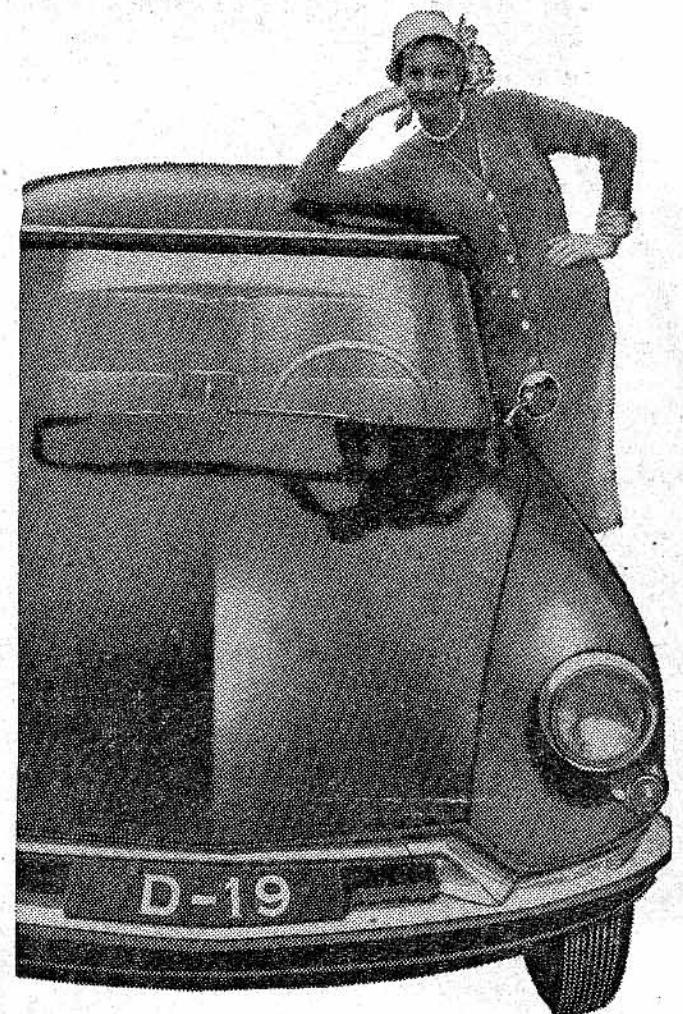
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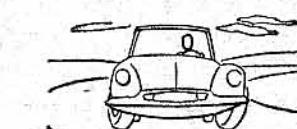
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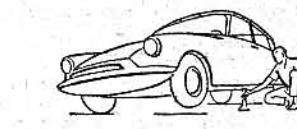
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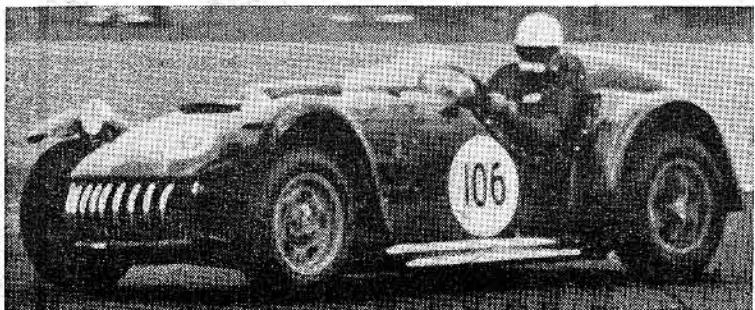
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**ONE OF FAVORITES** in Northwest Region SCCA Seafair races Aug. 2-3 is this new Chrysler-Kurtis, driven by Lew Florence, Olympia, Wash. Car was designed by Dick Hahn. Races will be held over 3.1-mile airport course at Shelton, Wash., just south of Olympia. Story on Page 1.

## Hawaii Results

(Continued from Page 1)

Corvette, followed by Bill Woodward, Cooper, and Mrs. Richert in the Porsche.

Race 1—Novice, all classes, 7 laps. 1. Dr. Tom Richert, Porsche 550, 14:19; 2. Norman Dellaporte, TR-3; 3. Norman Gedge, AH-Chev. Race 2—Under 1600cc, 1st heat, 7 laps. 1. Tetta Richert, Porsche 550, 14:13; 2. Geo. Reeves, MG Spy; 3. Bill Woodward, Cooper. Race 3—Over 1600cc, 1st heat, 7 laps. 1. James Pflueger, Fury Spy, 14:47; 2. Bill Lacy, T-Bird Spy; 3. J. Shuttleworth, Siata, Race 4—Under 1600cc, 2nd heat. 1. Tetta Richert, Porsche 550, 13:25; 2. Bill Woodward, Cooper; 3. Cal Niday, Lotus, Race 5—Over 1600cc, 2nd heat, 8 laps. Bill Lacy, T-Bird Spy; 2. Jim Pflueger, Fury Spy; 3. Norman Dellaporte, TR-3. Race 6—Main Event, all classes, 17 laps. 1. James Pflueger, Fury Spy, 30:50; 2. Pat Mathis, Corvette; 3. Bill Woodward, Cooper; 4. Tetta Richert, Porsche 550; 5. J. Shuttleworth, Siata; 6. J. Hoogs, Lotus; 7. W. Vail, TR-3; 8. N. Dellaporte, TR-3; 9. Gil Geer, Porsche; 10. V. Tsukamoto, Morris Spy.

## Porterfield Banned by Cal. Club

Andy Porterfield, top West Coast Corvette driver, has been banned for 90 days by the CSCC, retroactive to the June 1 Riverside races. Porterfield's Corvette was found to have a 1958 head on a 1957 engine when it was subjected to a non-protest tear-down last week.

The CSCC contest board decided in advance of the Riverside weekend to pull a surprise tear-down on the 3rd place cars in the two main production races, whoever they should happen to belong to. D. D. Michelmore's Porsche Carrera was found stock except for minor changes in the shock absorbers. He was told to change them back to original and was not banned.

Porterfield stated that the head is the one that came with the new 1957 engine he recently installed in the Corvette, but CSCC claims the markings on the head show it to be the type used on the 1958 models.

## GOOF-UPS AT LE MANS

(Continued from Page 1)

Of course a lot of this was driver error, lots was sheer bad luck (like Bruce Kessler coming around under the Dunlop Bridge to find a Jag sideways in the road), and some was just stupid thinking (like fitting big square profile Engelberts to a Giulietta SV which promptly inverted itself).

What happened to the favorites? Aston should have had a shoo-in after their win on the difficult Nurburgring and with their experience in running the three-liter engines but once again they dropped the ball in the grass... Moss blew it up, Stuart Lewis-Evans crashed, and Maurice Trintignant flended the transmission in Tony Brooks' car. The antique of the brothers Whitehead-Peter and Graham which has garnered second before at the Le Mans, finished short of some gears in the box but did come in second.

The highly-touted but after-all obsolete Jags were beset with piston trouble, possibly as a result of trying to drag 4-liter horsepower out of a 3-liter mill, and the others all went out through hitting others cars or the wall. The Lister versions were only a little luckier; one succumbing early on through low oil pressure and the other, of Bruce Halford, finishing 15th with only 3rd gear.

What of all the conquering Lotuses of last year? The 2-liter lasted 3 laps and retired smelling very hot indeed, the 1500 misfired continually in the wet and finally shunted the bank in the rain, all the 1100s had accidents except one which friz up its distributor drive, the French 750, after drastic modifications to the engine during practice, hit or got hit by a Ferrari and the other 750, after changing from the new to last year's engine before the race, lost lots of time digging itself out of a sandbank and what with one thing and another finally finished last.

The Panhard were reasonably reliable, bar the twin cam version, but

were not quite quick enough, and the baby OSCAs, carrying off their 8,000rpm for the whole time against everybody's predictions, won the index handsomely and with it as much gelt as the distance win. They were normal, not discodynamic, and driven with some sense and prepared properly.

Of the hordes of Ferraris, the factory one of Collins-Hawthorn had clutch bothers, that of Seidel-Von Trips got ditched, and you know what happened to Hill. Kessler had a very unfortunate accident while driving very well, while no less than 5 others hit something or other solid. Ed Hugus and Ernie Erickson did grand, if not particularly quickly, by finishing 7th.

The Porsches all ran like the proverbial trains in the wet and save the rear axle going on the Frankenberg car, would probably have all finished in line ahead from 3rd to 7th places inclusive. Behra might even have been higher than 3rd if he had not been obliged to change a brake drum Sunday morning.

Lots of people think it is high time the race was returned to the production sports and touring cars for whom it was originally designed. All this sports racing junk is a blooming menace on this circuit and far, far away from the original idea of the race. Maybe if we had Aston DB3s, Giuliettas, Porsche Supers and the like out there for 24 hours we might even be able to get shocks that last for more than 1000 miles and cam followers made of something sturdier than Swiss cheese. It's in your interest as well as mine.

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Your cam has worn a little in spots.  
His cam is full-race.

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I know you can say anything you want if you keep it clean.

Thus you will (1) satisfy that long-standing urge to see yourself in print; (2) give me a great pleasure in seeing whether there is any writing talent around here, and (3) helping the Editor of MOTORACING, who is a friend of mine and who used to lead the Square-Table Discussions at the L. A. Press Club before he was knocked out of the box by a coronary thrombosis (heart attack, to can).—JAY GUREY.

The above gave me a lusty charge, and it only cost \$31.50. That's better than blowing it at the horse plant or in booze, which could very easily land you in the can.—JAY GUREY.

\*—And don't let 'em tell you differently.

## SCCA at Pomona

Continued from Page 1)  
get it down to 1:19, though, even with these gears."

John Biehl, of La Jolla, Calif., in the amazing Class G Cooper-Climax, stole the show by winning today's small-bore race, then going on to blast by the Corvettes and Mercedes in the main event to take another 1st overall. Andy Porterfield and Skip Hudson, in Corvettes, started the main event off with some frantic dicing for 1st, and Hudson finally dropping out with a thrown fan belt.

A few laps later and Porterfield began to see the little red Cooper in his rearview mirror. Both Porterfield and his pit crew thought that the Cooper had been lapped, or had made a pit stop, and was not on the same lap. Two laps from the finish, Porterfield realized that Biehl was after 1st spot, but it was too late. On the last lap the Cooper shot into the lead to finish 4 seconds ahead of Porterfield's rapid Corvette.

In the small-bore event, Biehl crossed the line ahead of McAfee, who was breaking in an RSK engine in the Spyder. Harry Jones, in his beautiful white and gold Devin-Crosley Spec., took third spot, followed by Betty Shutes in the Porsche Spyder.

Best official time for the trials was set by Biehl, 1:28.8. In the 1/4-mile drags Skip Hudson, production Corvette, tied with Pat Bauer, modified Corvette, at 13.01 for the best time of the day.

**TIME TRIALS:** Class Winners — 1 lap, 2.0 miles—Formula III, Jack Brink, Cooper-Norton, 1:32.1; Sedans, Jack Dair, Volvo, 1:47.0; B Prod., Skip Hudson, Corvette, 1:29.3; C Prod., Wm. Atkins, M-B 300SL, 1:32.2; C. Mod., Terry Hall, Talbot Lago, 1:30.3; D. Prod., Wm. Atkins, AH, 1:39.2; D. Mod., Roland Berry, AH, 1:39.6; E Prod., Bill Klingensmith, AC Bristol, 1:35.0; F Prod., D. D. Michelmore, Porsche Carrera, 1:30.0; F. Mod., Betty Shutes, Porsche-Spyder, 1:41.0; G. Prod., Jim Parkinson, AH Sprite, 1:41.2; G. Mod., John Biehl, Corvette, 1:41.9.

## RENAULT OWNERS HOLD SLALOM

Trophies and dash plaques will be awarded to the winners of the Renault Owner's Club of America's "Slalom III" Sunday, July 27, on the Pan Pacific Auditorium parking lot. Starting at 9 a.m., each entry will be allowed two runs through the course. There will be five classes for sports cars, two for sedans, a class for modified cars, and two women's class, for sports cars and sedans.

Twelve trophies, donated by Jim Parkinson's Burbank Renault Center, will be awarded, and the first 125 entrants will get dash plaques. For information call Bill Van Tichelt, at TH. 6-9525.

Cooper Climax, 1:28.8; H Mod., Bill Evans, Lotus, 1:36.0.

**DRAGS—1/4-MILE, STANDING START—** Formula III, Jack Brink, Cooper-Norton, 15.11; Sedans, Jack Dair, Volvo, 17.09; B Prod., Skip Hudson, Corvette, 13.01; B Mod., Fred Sutherland, Corvette, 13.52; C Prod., Wm. Atkins, M-B 300SL, 15.33; C. Mod., Pat Bauer, Corvette, 13.01; D Prod., Wm. Atkins, AH, 16.43; D Mod., Roland Berry, AH, 16.52; E Prod., Bill Klingensmith, AC Bristol, 15.01; F Prod., D. D. Michelmore, Porsche Carrera, 15.07; G Prod., Robert Patton, Alfa Romeo Spyder, 18.33; G Mod., John Biehl, Cooper Climax, 15.04; H Mod., Harry Jones, D. J. Spec., 16.09.

**RACE 1** — Prod., under 1600cc, 15 laps, 22.58.6, avg. 78.49mph. 1. D. D. Michelmore, Porsche; 2. Ronnie Bucknum, Porsche; 3. Art Snyder, Porsche. **RACE 2** — Formula III, 10 laps, 15.55.0, avg. 75.3mph. 1. Jack Brink, Cooper Norton; 2. Harry Morrow, Cooper Norton; 3. Ken Nichols, Cooper Norton; **RACE 3** — Novice, 12 laps, 18.26.0, avg. 78.2mph. 7. Sherwood Craig, Corvette; 2. John Michelmore, Porsche; 3. Chuck Gardner, Crosley Spec. **RACE 4** — Sedans, 6 laps, 11.17.6, avg. 63.6mph. 1. Jack Dair, Volvo; 2. Alan Donaldson, Saab; 3. Ingvar Lindquist, Saab. **RACE 5** — Mod., under 1500cc, 15 laps, 22.30.6, avg. 80mph. 1. John Biehl, Cooper Climax; 2. Jack McAfee, Porsche RS Spyder; 3. Harry Jones, Crosley Spec.; 4. Betty Shutes, Porsche Spyder. **RACE 6** — Prod. & Mod., all classes, 15 laps, 22.25.8, avg. 80.4 mph. 1. John Biehl, Cooper Climax; 2. Andy Porterfield, Corvette; 3. William Atkins, Mercedes-Benz 300SL; 4. D. D. Michelmore, Porsche; 5. Jim Parkinson, Corvette.

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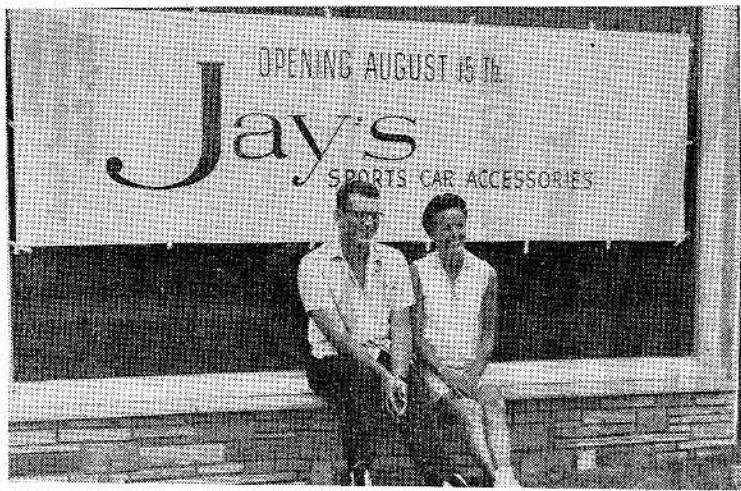
CAR LIFE magazine says the Fiat 1100 is rated, compared to other makes from different countries, "Best buy for the price, regardless of country." Price includes heater, windshield washer, leatherette upholstery, whitewall tires, directional signals, undercoating, tool kit, reinforced bumpers, two-tone paint. No extras to buy.

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Picture of Night Sports Car Road Races to be held Saturday night, Aug. 2, at Willow Springs. See Story on Cover Page.



RELAXING IN FRONT of huge show window of Jay's Sports Car Accessories are owner Jay Gensburg and his manager, Sunnie Baker, well-known sports car figure. Specializing in racing accessories, place opens Aug. 15 at 6055½ Melrose Ave., Hollywood.

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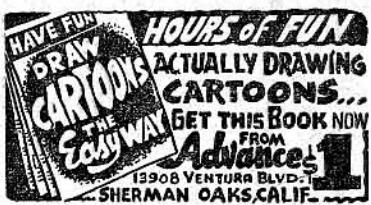
**JIM BRYAN** says he found his Bell 500TX safety helmet most comfortable while driving to '58 Indy win. Helmet, introduced for first time at Indy, is only one approved by all racing organizations, uses non-resilient, energy-absorbing liner.

### COMPARATIVES

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You pranged the car ahead.  
He nerfed the car ahead.

mile dirt oval was quite the thing for sports cars, despite early entries from John von Neumann and Lance Reventlow.

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